

Minutes of the Public Works Committee - May 12, 2005

The meeting was called to order at 8:30 a.m. by Chair Manke who led the committee with the Pledge of Allegiance.

Present: Chair Richard Manke, County Board Supervisors James Behrend, Jim Jeskewitz, Karl Nilson, Rodell Singert; **Absent:** Pete Gundrum and Dave Swan

Staff Present: Legislative Policy Advisor Mark Mader, Legis.Associate Sandra Meisenheimer

Also Present: Public Works Director Rich Bolte, Engineering Services Mgr. Gary Evans, Senior Civil Engineer Karen Braun, Marquette University Students (Amanda Heyman, James Patterson, Nathan Driessen)

Consider Proposed Ordinance: 160-O-013 Sale of Excess Right of Way, Parcel 45, CTH J/STH 164, Pewaukee Road

Braun explained the ordinance, which authorizes the sale of excess right of way resulting from the reconstruction of County Highway J in the City of Pewaukee. The land to be sold is a buildable parcel of .76 acres. Braun stated looking at sales in the area in a new subdivision at Highway M west of Highway J, the front lots are selling from \$89,000 to \$100,000. This property is estimated in the \$75,000 to \$100,000 range. Braun said one of the property owners (lot 84) called about purchasing the property, but they don't want to pay the value of it as an economical buildable lot. They want to pay a lower amount and combine it with their lot.

Singert asked if Braun would make the situation known to adjacent property owners that the parcel could be split with a couple of hurdles. Braun said she still would like a real estate broker hired, and he/she can contact the adjacent owners prior to putting it out on MLS. Statutes do allow the county to sell to adjacent owners without public offering.

Motion: Behrend moved, second by Jeskewitz, to approve Ordinance 160-O-013. **Motion carried 5 – 0.**

Consider Proposed Ordinance: 160-O-014 Laying Out, Relocation and Improvement of County Trunk Highway Y, Waukesha County Project, Project I.D. 04-2779(13), CTH Y – CTH ES Intersection, City of New Berlin, Waukesha County

Motion: Singert moved, second by Jeskewitz, to approve Ordinance 160-O-014.

Braun stated that this is the first of two relocation orders for the project. This one mainly covers the relocation of the actual purchase in order to tear down the property. The properties have to be bought out and torn down in order to build this project. There are eight of them (one is a rental tenant, two are rental tenant businesses, and the remainder are single-family homes). To Mader's question, Braun said this only involves the relocation. There will be another plat coming in mid-summer to fall with the acquisitions that involve taking strips of front yards, grading, etc. **Motion carried 5 – 0.**

Read Correspondence

1. Manke said he went to the Waukesha County Traffic Safety Commission meeting yesterday (5/11/05) where they addressed the I-94 Emergency Alternate Route Operations Guide.
2. Manke referred to an article in the Waukesha Freeman of 5/11/05 entitled, "Aurora, ProHealth responds to business group."
3. Jeskewitz said the Optimist Club of Menomonee Falls wants to clean up Pilgrim Road and have been told they can't clean it up until they get a sign which will take a year. Evans will check into it.

Presentation on the CTH K Railroad Grade Separation Project

Bolte, Evans, and three Marquette students (Amanda Heyman, James Patterson, and Nathan Driessen) were present. Evans said there was a lot of work involved with this project and what the students did was to look at a number of preliminary alternates, evaluate the alternates, and come up with a recommendation including costs.

Nathan Driessen began with a PowerPoint and covered the following: site location, aerial view of site, problem is traffic congestion (over 28 trains per day coming through crossing), challenges (4 issues), and view of CTH K and surrounding property west of the Canadian Northern Railroad.

Amanda Heyman covered several scenarios with the pros and cons that were considered such as raising the highway 27' above the existing railroad or lowering the highway 22' under the existing railroad, raising the railroad 22' over the existing highway or lowering the railroad 27' under the existing highway, and combinations of raising the railroad 10' and lowering the highway 12' or raising the highway 13' 6" and the lowering railroad 13' 6".

James Patterson explained the cross-sections of CTH K, curve lengths, Duplainville Road considerations (costs variances and local impacts), cost estimation assumptions, initial cost estimates, and weighted decision matrix. The alternative to raise the highway 27' over the existing railroad was selected. He went on to review Duplainville alternatives and costs. Amanda reviewed bridge design drawings, CTH K Plan and Profile: Stations 46-16, 61-76, and 76-91. Station 85 is the end of CTH K construction.

Nathan reviewed the total road construction cost of \$2,694,395 (cut and fill determined cost), new cross section at Station 65, bridge construction cost of \$618,697 for a total adjusted construction cost of \$3,810,056, and land acquisition costs of \$516,092 for a grand total cost of \$4,326,148.

Dwyer asked with the relocation of Duplainville Road into the quarry area, has that taken the right to quarry the land away from the quarry? Nathan said they aren't sure yet. Dwyer asked as you come through and blend into westbound K, how do you get eastbound traffic off of Duplainville Road? Amanda said there will be an intersection. Jeskewitz said this is all based on a two-lane bridge, right? Evans said yes in the 2025 plan. The 2035 plan is in process now. Jeskewitz said he thought the State was recommending all bridges be built with four lanes. Evans said yes, potentially.

Mader asked could you recap the traffic count that is currently there and what the traffic count needs to be for four lanes? Nathan replied that there are 12,000 vehicles. Evans said for a four-lane road, the threshold is 13,000 vehicles. Evans said they were a little nervous about whether they should be looking at four lanes or two lanes, but essentially they went back to the controlling documents. The assumption they've made is right now the 2020 plan shows a two-lane roadway there. Manke thanked everyone for a great job done.

Status Update on the North Prairie Highway Substation Groundwater Issue

Bolte stated around the first of the year there was an ordinance to take money from the contingency fund and spend about \$100,000 on a project to improve some of the environmental items at the North Prairie Substation, specifically related to chloride in the ground water. However, the ordinance did not go through. The staff then decided that the critical issue really was washing the trucks inside of the substation -- the brine water goes into the floor drains which goes into the septic system and then directly into the ground water. They decided to hook up the floor drains with existing resources rather than trying to get a capital project created. While they were in the process

of doing that, last week Bolte and Hazardous Materials Coordinator Leslie Williams met with Joe Whitmore (Village of North Prairie President) to give him a briefing. Subsequently, Scott Miller of the Public Works Department and Leslie Williams went to the North Prairie Plan Commission meeting last Tuesday evening and briefed them. All were very pleased. Probably the first or second week of June, they will be digging the hole for the tank with completion by the end of June. The actual project cost will approach \$20,000 coming from the operating budget with the specific sources of funding being substation repairs, substation pavement work and other miscellaneous accounts.

Singert asked after the tank is installed, would Williams continue to monitor the three wells to see if there is an improvement? Bolte said yes. Those three wells are tested four times a year and have been for the past 18 years as part of the conditional use.

Status Update of Justice Facility Phase I

Bolte and Cerreta gave an update. A handout of the Justice Center Expansion Contingency Log was distributed. Cerreta said the project is approaching 85% completion. A shakedown is scheduled on or about the second week of August. According to Captain Schnabl, they probably will need six to eight weeks to do that. The jail will probably be ready to open in early to mid-October. There are some issues out there, but they're holding it together with some reasonable management. Regarding the contingency funds, they are still within their limits.

Cerreta said regarding items 2, 3, 4 and 5 on the handout, these items have been removed from the contingency fund and placed in the construction budget so the figure of \$2.3 million at the bottom is actually \$800,000 less. There is roughly \$362,000 left in contingency.

Bolte said the project is moving ahead and the team is on board. There was another meeting with Schnabl and Giese of the Sheriff's Department last week and in their opinion everything is going very well. There are still some issues in terms of transition after the jail is up and running and what should be done with the old jail, but they are working on those.

Approve Minutes of April 28, 2005

Motion: Singert moved, second by Behrend, to approve the minutes of 4/28/05. **Motion carried 5 – 0.**

Report by Committee Member Attending Airport Commission Meeting

The meeting of May 11 was re-scheduled to May 18, 2005.

Report from Executive Committee Member

Manke reviewed items that were discussed and/or considered at the last meeting on May 2, 2005.

Motion to adjourn: Singert moved, second by Behrend, to adjourn the meeting at 10:47 a.m.
Motion carried 5 – 0.

Respectfully submitted,

Rodell L. Singert
Secretary

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